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CXC-2003

Copy 4 of 9.

28 July 1961

MEMORANDUM FOR : Acting Chief, DPD

SUBJECT : Meeting with C. L. Johnson, 28 July 1961

REFERENCE : CAS-1925, 17 July 1961

During Mr. Johnson's visit the following subjects were discussed:

1. Mr. Johnson recommended that overrun arresting gear be provided at the beginning of the overrun strip. He indicated that after the three mile run over the desert, the aircraft should be able to turn but it would be advisable to have the arresting system.

2. Mr. Johnson raised the question of frequency assignments to be used by the flight testing crew and Commo will review the requirement and come up with proposed frequency assignments.

3. The subject of operational high frequency communications was raised and Commo will review this matter, bearing in mind that it would be advisable to use the SAS Commo net to provide proper cover. A report on this matter will be made within the next 10 days.

4. The subject of a chase aircraft was discussed and it was deemed advisable to use the 104 as Kelly's flight personnel are already trained in this aircraft. In addition to the 104, it was decided that a 101 should also be available. The proposed availability dates were 1 November 1961 for the 104, and 1 May 1962 for the 101.

5. Considerable discussion was held on flight refueling programs. Discussions dealt with radio aids, DME system and transponders for the A-12. Mr. Johnson stated that he would like us to review this matter and tell him what procedures we proposed to follow and the equipment necessary to accomplish the refueling mission, bearing in mind that we must consider refueling with a one engine and afterburner configuration.

6. Mr. Johnson felt that we should consider an extra gyro for emergency purposes in case of casualty during the refueling period.

7. By the end of February a tanker plane should be available for refueling training. It is essential that this refueling training be made an integrated part of the base program.

8. The question was raised as to whether the plans for the oxygen supply were sufficient if it was decided at a later date to refuel three times instead of two. Mr. Johnson stated that the oxygen

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supply can be increased at a later date if it is deemed necessary.

9. There was a discussion on the advisability of using JATO for full load take-off, which sparked the idea of having the A-12 take off light and capacity fuel over the base. The advantages of such a system would enable the pilot to fully check the airplane prior to departure on an operational flight.

10. Mr. Johnson said that with an aircraft as complicated as the A-12 it was advisable to set up standard launching procedures with a definite count down sequence being followed.

JOHN PARANOSKY
Chief, DE/DPD

- Cy 1 - AC/DPD
- 2 - Asst. Ch/DPD
- 3 - C/DE/DPD
- 4 - CB/DPD
- 5 - C/SPE/DPD
- 6 - C/Commo/DPD
- 7 - BA/TA/DPD
- 8 - C/DE/Chrono.
- 9 - RI/DPD

DC/DE/DPD [REDACTED]

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